

LEGAL NOTICES

A. LEFTWICH SINCLAIR, Attorney.

Filed, January 20th, 1919.

IN THE SUPREME COURT OF THE DISTRICT OF COLUMBIA. Holding a special term as a District Court of the United States for the District of Columbia. In the matter of the payment of damages resulting to real property from changes made in the grades of streets, avenues and alleys in connection with the establishment of the Union Station and the elimination of grade cross-

On the title of the Baltimore and Pocomoke Railroad Company, in the District of Columbia, District No. 671, Case No. 2. NOTICE is hereby given that we, the undersigned, having been designated and appointed by the Supreme Court of the District of Columbia, holding a special term as a United States District Court for the District of Columbia, as a commission to appraise and determine the value of the real estate to be taken for the purpose of the construction of a property from changes in the grades of streets, avenues and alleys, authorized by the Act of Congress approved February 23, 1865, relating to the construction of a Union

the station in the District of Columbia, at 1500 15th Street N. W., on Monday, April 22, 1924, at 10 o'clock a. m., the 28TH DAY OF APRIL, 1924, at the United States Court House (City Hall), in the District of Columbia, in a room to be assigned us by the United States Marshal of said District, for the purpose of viewing the real property affected by the changes of the grade of the following named streets in said District, and hearing testimony touching the damages resulting to said property from said changes of grade, in accordance with the terms and provisions of an Act of Congress approved April 22, 1924, entitled, "An Act to amend an Act approved April

On account of changes in the payment of damages on the construction of the Union Station, District of Columbia," as amended by an Act of Congress approved June 23, 1906, entitled, "An Act amendatory to an Act entitled 'An Act to provide for payment of damages on account of changes of grade due to construction of the Union Station, District of Columbia,' approved April 22, 1904," to wit: First street, northeast, from C street to D street; D street, northeast, from First street to Second street; California street, northeast, from the Union Station Plaza, to Second street; G

From First street, North Capitol street, northeast, from North Capitol street to E street; the alleys in square 677; from E street, northeast, from North Capitol street to First street; Myrtle street, northeast, from North Capitol street to First street; I street, northeast, from Third street to Fourth street; Myrtle street, northeast, from Ninth street to Tenth street; D street, northeast, from Myrtle street to First street. All owners of real property damaged by the change of grade of any of said streets, avenues or alleys will file a petition with us, in this cause, signed and sworn to, for an allowance of

NOTICE is also hereby given that we, the undersigned, have been appointed and designated by the said Court as commissioners to appraise the damages resulting to adjacent property from changes of the grades of streets, avenues and alleys authorized by the Act of Congress approved February 15, 1901,

relative to the elimination of grade crossings in the vicinity of the more important Union Pacific Railroad Company, in the District of Columbia, will meet at 10:30 o'clock a. m. on MONDAY, the 25TH DAY OF FEBRUARY, A. D. 1916, at the United States Court House (City Hall), in said District, in a room to be assigned us by the said United States Marshal, for the purpose of hearing the testimony touching the damages resulting to the property affected by the changes in the grades of the following named streets, avenues and alleys in said District, and hearing testimony touching the damages resulting to said property from said changes of grade,

According to the terms and provisions of an Act of Congress, approved June 20, 1878, entitled "An Act to provide for payment of damages on account of changes of grade due to the elimination of grade crossings on the line of the Philadelphia, Baltimore and Washington Railroad Company," to wit: D street, southwest, from Eleventh street to Fourteenth street; M street, southwest, from Eleventh street to Twelfth street; D street, southwest, from Ninth street to Eleventh street; Tenth street, southwest, from D street to E street; Ninth street, southwest, from C street to D street; G

rest, southwest, from Virginia avenue; Ninth street, southwest, from Virginia avenue; from Sixth street to Sixth street; Virginia avenue, southwest, from Third street to 4th street; Virginia avenue, southwest, from Second street to Third street; Virginia avenue, southwest, from First street to Second street; Virginia Avenue, southwest, from South Capitol street to Delaware avenue; South Capitol street, southwest, from E street to G street; Third street, southwest, from D street to Virginia avenue; Fry street, southeast, from New Jersey avenue to Canal street; the alleys in squares

And All owners of Real Property damaged by the change of grade of said streets, avenues and highways will file a petition with the Board of Public Works in support of this cause, duly signed and sworn to, for an allowance of damages, within twelve months after the said EIGHTH DAY OF FEBRUARY, A. D. 1910. It is provided in and by the aforesaid Act of Congress approved June 23, 1906, that upon the failure of any such owner to file his claim for damages, within said period, his right to do so shall cease and determine.

CHAS. A. BAKER,
GEORGE W. MOSS,

GEORGE SPRANZY,
Commission appointed to appraise damages.
(Seal). A true copy, test: J. E. YOUNG,
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